

Today's Additions.

THEATRE ROYAL
CITY HALL.

POLLARD'S
LILLIPUTIAN OPERA COMPANY
LILLIPUTIAN OPERA COMPANY
Under the Patronage of
H.E. Sir WILLIAM ROBINSON, K.C.M.G.,
and
H.E. Major-General WILSON BLACK, C.B.

TO-NIGHT (SATURDAY) TO-NIGHT
8th May, 1897.
LES CLOCHES DE
CORNEVILLE.

MONDAY, 10th and TUESDAY, 11th May.
"H.M.S. PINAFORE."

WEDNESDAY, 12th and THURSDAY, 13th
May.
PIRATES OF PENZANCE.

Plan at W. ROBINSON & Co's Piano and
Music Rooms.

Prices:—\$2, \$3 and \$1.
SOLDIERS and SAILORS in Uniform Half-price
to back seats only.
Late Trains 15 minutes after each performance.
A. H. POLLARD,
Advance Representative,
Hongkong Hotel.

Hongkong, 7th May, 1897. [766]

IN THE SUPREME COURT OF
HONGKONG.

IN BANKRUPTCY.

Re AGA MAHOMED ALI SHIRAZI, residing
at No. 43, Wyndham Street, Victoria, Hong-
kong.

Order dated 24th April, 1897.
Fellows dated 29th March, 1897.

Notice of First General Meeting of
Creditors.

No. 8 of 1897.

Re AGA MAHOMED ALI SHIRAZI, residing
as above.

Forms of Proof and Proxy can be obtained at
the Official Receiver's Office during Office hours.

At the First General Meeting of Creditors
the Debtor shall be asked to consider whether he
wishes to be adjudged Bankrupt, or whether
the Creditors will, on his behalf, propose for a
Composition or Scheme of Arrangement.

Dated this 8th day of May, 1897.

BRUCE SHEPHERD,
Official Receiver.

Land Office, Hongkong.
1767

WANTED.

FOR Merchant's Office in BANGKOK, a
thoroughly experienced
Book-keeper (English or Chinese).
Must be thoroughly conversant with Book-
keeping (Double Entry System), and general
clerical work. A good salary to a really com-
petent man.
Address, by letter only, enclosing Testimonials.
"SIAM"
C/o this Paper.
1760

Hongkong, 8th May, 1897.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARUNACHAL APAR,"
Captain K. H. Sandberg, will be despatched for
the above Ports TO-DAY, the 8th Instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 8th May, 1897. [734]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain J. S. Roach, will be despatched for the
above Ports, on TUESDAY the 11th Instant,
at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong 8th May, 1897. [768]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ALADDIN,"
Captain Schell, will be despatched for the
above Ports on or about the 22nd Instant.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th May, 1897. [769]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Hongkong Telegraph,"
and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and
not to the Editor.

Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.

While the columns of the "Hongkong Telegraph" will always
be open for the free discussion of all questions affecting
public interests, it must be distinctly understood that the
Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisements are accepted for insertion on the following terms:
Insertion in that day's issue not later than Three o'clock, as
to return the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until communication.

The "Hongkong Telegraph" has the largest circulation of any
English newspaper in the Far East, and is therefore the best
medium for advertising. There can be no better advertisement
than the "Hongkong Telegraph" in the Far East.

The "Hongkong Telegraph" is published daily except on Sundays
and Public Holidays. It is published at No. 1, Telephone, from 7-12
Middlegate.

Intimations.
DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRUICKSHANK & Co's WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [3792]

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages, and
Empts when received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG." And all
aerial messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
grey, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Telephone, 13th April, 1897. [6]

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 8, 1897.

SANITARY AFFAIRS.

At the meeting of the Legislative
Council on Monday last the Colonial
Secretary moved "that the bye-laws made
under section 13 of Ordinance 15 of 1894
be approved by this Council." One of the
official phalanx, Mr. T. SARCOMBE SMITH,
promptly seconded and had not Mr. K.
CHATER, Mr. WHITEHEAD and Dr. Ho Ka
raised objections to such an arbitrary
measure being literally rushed into effect,
bye-laws, the nature of which the public
knows practically nothing, owing to the
fact that they have not yet been published.
In the colony, would by this time have
become law to the serious annoyance and
deprivation of the ratepayers, and we say
"to the detriment of the ratepayers,"
advisedly for a perusal of the draft of these
bye-laws shows them to have been drawn
up with one object only in view, namely,
the protection of the emasculated remnant
of what was once a popularly constituted
Sanitary Board from prosecution—to
enable the Sanitary Board by its officers
to ride the high horse over all sorts and
conditions of people and even exercise
powers above and beyond the ordinary
laws of the land. It is painfully evident
that the talented framers of these bye-laws
have not had due regard for the customary
rights and privileges of British subjects
and for all persons who live and move and
have their being under the aegis of the
British flag, tens of thousands of whom
have settled in this Colony because they
believed that so long as it remains under
British rule their property, their lives, and
the sanctity of their homes will be
protected and that they will be allowed,
within the bounds of reason, perfect
religious freedom and immunity from

interference with their national customs.
Hitherto they have found that, barring
the absolute necessity for drastic preven-
tive measures in 1894 when the plague
was raging here, they have not been mis-
informed. They have lived here happily,
have accumulated wealth and have found
security for life and property. It is not to
be wondered at therefore that a good deal
of uneasiness has been caused by the gist
of the new bye-laws having leaked out.
The proposed regulations have never yet
been published in *extenso* either in English
or Chinese and therefore those whom
they will, if passed in their present form,
chiefly affect have had to make inquiries
and be satisfied with any scraps of
information which they have been able to
gather. Of course some few Europeans
and the representatives of the Chinese in
the Council have had a glance over them,
but the general public—the thousands of
Chinese and others who will be seriously
inconvenienced and likely enough be
driven out of the Colony by their opera-
tion—know nothing of them and that
is why we have deemed it advisable to
draw special attention to the matter to-
day, for to-morrow our readers will have
time to think and talk the matter over
and will thus at least know something of
the grave questions, which will occupy the
attention of the Legislative Council on
Monday next, His Excellency the Govern-
or at the last meeting having graciously
consented to let the matter stand over for
one week.

It is as we have said abundantly evident
that, in virtue of the provisions of the new
bye-laws, the Sanitary Board intends that
it shall in future be protected against
legal proceedings for the wanton destruc-
tion of property and for trespasses of a
most offensive and unjustifiable nature.
The new bye-laws provide (a) that the
Secretary of the Sanitary Board shall,
upon the requisition of the Medical Officer
of Health, or by direction of the Presi-
dent of the said Board, authorising in
writing, in English and Chinese, one or
more of the Board's officers to enter any
domestic building at any hour between
6 p.m. and midnight for the purpose of
ascertaining whether such building or any
part thereof is in an overcrowded condi-
tion; (b) the Secretary to the Sanitary
Board shall furnish the Inspectors of Nu-
isances with general authority in writing, in
English and Chinese, to enter, between
the hours 8 a.m. and 6 p.m. and inspect
any building and cartilage in their respec-
tive districts for the purpose of ascertain-
ing the sanitary condition, cleanliness and
good order thereof or of any partitions,
&c. &c. (c) Any officer of the Sanitary
Board, specially authorized by the Secre-
tary, shall, during the prevalence in the
Colony of any of the infectious diseases
mentioned in the bye-laws, be at liberty
to make house to house visitations and to
cause the immediately removal and, if
he thinks fit, the destruction of any partition
floors, cocklofts or screens &c., &c. It is
to be hoped that the Governor will pause
and consider before he avails himself of
the aid of the Official Phalanx to give such
enormous powers to the officers of the
Board—powers which are at once
unique, despotic and unnecessary.

The bye-laws require careful revision,
considerable modification, and in some
parts (notably where the word *street* is used
in clause 5) very clear definition, for
the various provisions as at present
worded would open the door wide for
abuses of the gravest description, and
they would confer powers on a class of
men who cannot, we think, be considered
fit either by education, experience or
training to exercise requisite discretionary
powers.

Writing on this subject in October last
the Editor of the "Daily Press" said:—"The
carte blanche now asked for by the Sanitary
Board on behalf of itself and its officers in
regard to the destruction of property in
private houses is, moreover, wholly un-
necessary if the Board and its officers
perform their duty steadily and contin-
uously, and parenthetically we may
remark that it is only by steady and
continuous sanitation and not by spasmodic
efforts that the colony can hope to be
rendered proof to epidemic disease. The
law is clear and precise as to what cock-
lofts, partitions, etc., may be allowed,
and if the Board sees that the law in these
respects is complied with there can be no
excuse for tearing down their structures on
the ground that they prevent the free access
of light and air to the premises." We
agree with our contemporary and we
submit that had the Inspectors of Nu-
isances done their duty thoroughly ever
since the staff was increased with a view
to keeping the colony in a proper sanitary
condition, and had they been guided and
instructed by a popularly constituted
Board (a Board composed chiefly of those
who have important interests at stake
here), added by medical officers specially
qualified for the work that at the present
time there could be no reason for Govern-
ment seeking to *rush* such a despotic
measure through the Council. Moreover,
there is no epidemic in the Colony, and, as
far as the plague is concerned, the bacillus
can exist only under most disgusting filthy
conditions and it is evident therefore that if
the alums are kept clean the plague
bacillus will find no abiding place here,
and we can easily deal with the few
sporadic cases that may occur from
time to time. There is no necessity for
such a sweeping measure and if the
Governor, contending that "prevention is
better than cure," urges that he feels
it to be his duty to *force* this measure on
us, then we can only say he is evidently
labouring under some false impression
and that the ratepayers cannot do better
than appeal to headquarters for relief.
We are inclined to think, however, that
His Excellency will at least be found will-
ing to give the representatives of the
people a fair hearing and not rush the
bye-laws through Council until several
very necessary modifications have been
made in them, for, as they stand at

present, it seems clear that before long
the colony will be "run" by the
Sanitary Board and that the Inspectors
of Nuisances will be endowed with
greater powers for good or for evil than
is possessed either by the Tsar of All the
Russias or by that exquisite specimen of
Oriental barbarism, His Highness the
Sultan of Turkey. We cannot, we
decline to believe that the Governor will de-
liberately force such a wholly unnecessary,
arbitrary and pernicious measure through
the Council. He must surely recognise that
great powers may be wisely exercised by
a Medical Officer of Health to the advan-
tage of all parties and that, assuming for
the sake of argument such a drastic mea-
sure were necessary, it would be better to
burden the colony, with the expense of
maintaining half-a-dozen medical officers than
that gross injustice or any maltreat-
ment should be meted out to a section of
the community which contributes so largely
to the prosperity of this colony as do the
Chinese.

REUTERS' MESSAGES.

THE ANGLO-AMERICAN ARBITRATION
TREATY.

LONDON, May 6th, 1897.

The United States Senate has finally rejected
the Anglo-American Arbitration Treaty.

THE DISASTER IN PARIS.

Paris is in general mourning and the theatres
are closed. The Empress of Austria is prostrated
by the death of her sister, the Duchess d'Alencon,
who was burnt at the charity bazaar.

THE GRECO-TURKISH WAR.

The Greeks have abandoned Phassala and
await the Turkish attack at Domoko. Valatino
has also been abandoned.

The Powers are now mediating.

LOCAL AND GENERAL.

MIN Shing, the money-changer who was
remanded till this morning for selling counterfeit
coins, was committed for trial at the Magistrate's
to-day. Bail of \$500 was allowed.

A MUSICAL PARADOX.

The Concert of Powers, 'tis abundantly plain,
To concord can certainly never attain;
For the test of the music that comes from
their notes

Is wholly made up of 'Identical Notes.'

THE two "destroyers" *Hart* and *Handy* left
Hongkong this afternoon for the North, but,
owing to some defect in her machinery, the
latter vessel had to return to port. The *Hart*
left the harbour at about 4 p.m. It is intended
that H.M.S. *Centurion* shall meet the little
vessels outside the harbour to-morrow morning
and convey them to their destination.

THROUGH the courtesy of Mr. A. Thomson, Post-
master-General, we learn that the Postal confer-
ence will probably open on Monday next. Mr.
Hippisley, who will represent the Imperial
Chinese Post Office, is expected to arrive here
from Peking on Monday by the steamer *Rio*,
and Mr. L. A. M. Johnston, the acting Postmas-
ter-General of the Straits Settlement, arrived here
during the week to attend the conference. The
matters to be discussed are not yet made public.

At last we have the rain which has been holding
off for so long, and consequently a welcome fall
in temperature and a not less welcome absence
of the clouds of dust which have made things so
unpleasant lately. It is wonderful what a
difference a few hours' rain makes in a Hong-
kong landscape. The hills on the opposite
mainland have already put on a brighter shade
of green and the trees are all throwing out
delicate new shoots which show up well against
the older and darker foliage. We have still,
however, a considerable deficit to make up in
our rainfall. April gave us less than half the
average quantity, so if the balance of things is
to be made good during May, we should have
a rainfall of about twenty inches, which will
mean a very wet month.

THE "Lord High Admiral of China," Mr. John
McClure, was in Liverpool to-day, says the
Liverpool Echo of 10th of March, *en route* for
London. The Admiral is on furlough from the
War Office of the Sun and Moon, and came up
from Scotland, where he spent a very pleasant
time in the Land of Burns and "The Grey Man."
Though a comparatively young man, Admiral
McClure, who hails from Kirkcubrightshire, is
as white as the driven snow, and looks not un-
like Stanley after his explorations in Darkest
Africa. He was on board and in command of
the *Changling* (No. 556) when she was
sunk by the japs in the famous battle. The
Admiral is a very unpretentious man, and his
main reminiscence of the battle in which he so
gallantly figured was that he had "a gle pro-
longed cold bath." The Admiral is still in com-
mand of the Chinese Fleet—wherever it is—and
will, no doubt, resume command when the fleet
is "afloat."—H.Y.H.

A SERIOUS disturbance, almost amounting to a
riot, took place on the 2nd instant, the third day
of the Spring Race Meeting in Manila. It
appears the owners of the horse *Harold* lodged
a protest against the horse *Aquillo* for having
improperly occupied the first place at the start
instead of the third, which he had drawn,
notwithstanding that all the jockeys gave their
unanimous verdict in favour of *Aquillo*. The
Committee of the Jockey Club
admitted the protest and declared the race void.
Aquillo having won the race, the public who
had taken tickets on the Totalisator expected
to receive their dividend, or at least a return
of their money, but the Stewards of the Club, under
whose charge the Totalisator is, did not see fit
to do so, hence the great excitement and ill
feeling. The Manila papers side entirely with
the public, and make some very strong and
unconventional remarks against the Jockey Club
for having acted as they did, after the starter
and Clerk of the Course had consented to the
change of numbers, and the jockeys themselves
bring agreeable. The owner of *Aquillo* at once
withdrew all his horses entered for the rest of
the meeting.

The bank's buying rate for sovereigns is \$3.88
per £.

"ONE of the best ways to acquire a sound
knowledge of 'English' as she is wrote and
spoke" is to study a standard English dictionary,
and of all such works *Webster's* is universally
acknowledged to be the best in every way.

THE Band of the West York Regiment will
play the following programme at the Officers'
Mess, Murray Barracks, to-night, commencing
at 8 o'clock:—

1.—Overture.....The Prophet.....Meyerbeer
2.—Overture.....Tannhauser.....Wagner
3.—Part Song.....On a Lake.....Mendelssohn
4.—Grand Finale.....Ariele.....Bach

An interesting case has been decided by the
Cantonment Magistrate, Jubbalpor. A thug
was charged with endangering the life of a Euro-
pean lady by using lead or some alloy in throwing
cooking utensils. The prosecution was sup-
ported by the evidence of an Army Surgeon,
who spoke of the poisonous effects of the
material used. The man was sentenced to one
month's imprisonment.

SOME figures lately published show how the
 famine in India has affected the foreign export
 trade. In food grains during the eleven months,
 1st April to end of February 1896-97, the value
 of wheat exported from India was Rs. 18,345,538;
 in the corresponding period of the year previous
 the value of wheat exports was Rs. 38,092,596,
 being nearly three times in excess; similarly
 rice exports show a falling off of Rs. 15,035,162.

THAT India can now compete with Europe in
 the manufacture of many articles that were
 formerly considered outside her capabilities has
 lately, received a fresh illustration in Madras,
 says the *Times of India*. Messrs. P. Orr and
 Sons, whose workshops have been largely
 extended during recent years, have now opened
 a wholesale department for the sale of their
 locally manufactured silver goods, and in another
 department of their business they have begun
 to compete with their European rivals in the
 manufacture of high-grade bicycles. The
 machines are said to compare favourably with
 those of Coventry and Birmingham.

In the course of a leading article on Mr.
 Chamberlain's speech at the annual dinner of
 the Royal Colonial Institute on the 31st March,
 the *Standard* says:—"The tendency of modern
 events seems to show that the future of the
 world lies with the great Empires; isolated
 States of secondary rank will find it difficult,
 Mr. Chamberlain thinks, to maintain their place.
 Those which are not absorbed will run the risk
 of being ignored. He, however, is among the
 statesmen who believe not only that the British
 Empire can hold its own in the coming time,
 but that we may look forward to a yet closer
 and a firmer union. The Colonial Secretary
 does not pledge himself to any particular scheme
 of federation; indeed, he deprecates hasty pro-
 posals. Time and patience are required for
 working out a great ideal. Nor will the com-
 munalism which he has in view be promoted
 by any form of pressure or dictation. It must
 spring from the general desire, the common
 sense of kinship, among the peoples that owe
 allegiance to the British Crown. There are, as
 he pointed out, two distinct classes of nations;
 the progressive communities of our self-govern-
 ing Colonies, and the more stationary races
 who inhabit our tropical and semi-tropical
 Dependencies.

POLLARD'S LILLIPUTIANS.

The above clever combination of juveniles
 last night produced "Les Cloches de Corneville,"
 at the Theatre Royal before a large audience.
 As this opera had quite recently been played here
 by the A.D.C., there was a good deal of interest
 regarding the latest production. The Lilliputi-
 ans soon showed themselves to be quite at
 home in this popular work and throughout the
 performance was decidedly successful. The
 choruses were all well drilled and the costumes
 did the utmost credit to those responsible for
 this important feature. The scenery, too, was
 to be made good during May, we should have
 a rainfall of about twenty inches, which will
 mean a very wet month.

THE "Lord High Admiral of China," Mr. John
McClure, was in Liverpool to-day, says the
Liverpool Echo of 10th of March, *en route* for
London. The Admiral is on furlough from the
War Office of the Sun and Moon, and came up
from Scotland, where he spent a very pleasant
time in the Land of Burns and "The Grey Man."
Though a comparatively young man, Admiral
McClure, who hails from Kirkcubrightshire, is
as white as the driven snow, and looks not un-
like Stanley after his explorations in Darkest
Africa. He was on board and in command of
the *Changling* (No. 556) when she was
sunk by the japs in the famous battle. The
Admiral is a very unpretentious man, and his
main reminiscence of the battle in which he so
gallantly figured was that he had "a gle pro-
longed cold bath." The Admiral is still in com-
mand of the Chinese Fleet—wherever it is—and
will, no doubt, resume command when the fleet
is "afloat."—H.Y.H.

A SERIOUS disturbance, almost amounting to a
riot, took place on the 2nd instant, the third day
of the Spring Race Meeting in Manila. It
appears the owners of the horse *Harold* lodged
a protest against the horse *Aquillo* for having
improperly occupied the first place at the start
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CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

WANTED: NAVAL VOLUNTEERS.

To two Editors of "The Hongkong Telegraph."
SIR—Allow me through the medium of your valued paper to suggest to the Government the proposition of the formation of a corps of Naval Volunteers here. This place being an island, I do not doubt but that they would be quite as useful a body as the Artillery Volunteers which we now have, and I think fifty or six men could be easily obtained.

I should say that if a few of the energetic members of the Navy League took the matter in hand and laid it before the Government it could be put through without much trouble.

The Naval Volunteers would get plenty of practice here as the Government could place an old hull at their disposal as a drill ship and they could also perhaps take one of the reserve ships out for gun practice now and again.

I am sure the corps (should the Government give them a grant) would be well supported as is the case with the Naval Volunteer Brigade in Calcutta, which is one of the most popular corps of the place.

As for instructors, I am sure that the Naval authorities would supply them.

Thanking you in anticipation for the insertion of this letter

Yours, &c.,

JACK.

Hongkong, 8th May, 1897.

NEW SANITARY BY-LAWS.

For the information of the public we publish portions of the new sanitary by-laws which the Government desired to "rub" through Council at the meeting held on the 3rd instant, and would have done so but for the timely opposition of the unofficial members who very rightly objected to such wholly unnecessary and very unbusiness-like haste. As we refer to these laws in our leader to-day, we thought it would be a convenience for our readers to have the most objectionable clauses published in this issue, only a favoured few having yet had an opportunity to peruse the draft by-laws. The excerpts read as follows:—

No street or land held under lease from the Crown upon which any domestic buildings abut, shall be obstructed by any extent whatsoever by the erection or fixture at any elevation of any structure, or object of any kind whatsoever whether temporary or permanent, so as to prejudice or affect the ventilation of any such building, without the permission in writing of the Sanitary Board or of such street as already partially so obstructed it shall not be further so obstructed, without such permission in writing.

The Secretary to the Sanitary Board shall, upon the requisition of the Medical Officer of Health, or by direction of the President of the said Board, authorize in writing, in English and Chinese, one or more of the Board's officers to enter any domestic building at any hour between 6 p.m. and midnight for the purpose of ascertaining whether any building or any part thereof is in an overcrowded condition.

No officer of the said Board shall, between the hours of midnight and 8 o'clock the following morning, enter any domestic building for the purpose of ascertaining whether such building or any part thereof is in an overcrowded condition, without the written permission, in English and Chinese, of the Secretary countersigned by the President of the said Board.

SPECIAL PROVISIONS.

Following by-laws there are several clauses which are "to be enforced only during the prevalence of an epidemic, endemic or contagious disease in the Colony or in any district thereof." One of these special clauses (No. 26) reads as follows:—

(26.)—Any officer of the Sanitary Board, specially authorized in writing by the said Board under the hand of the Secretary, may, during the prevalence in the Colony or in any district thereof, of any epidemic, endemic or contagious disease, as may from time to time be declared by the said Board, make a house to house visitation for the purpose of inspecting the sanitary condition of any premises so visited and of all and every part thereof, and ascertaining whether there is any person in or upon the said premises attacked or affected by any of the said diseases or the body of any person who has died therefrom. If the premises so visited or any part thereof shall be found in a dirty or insanitary condition, or in the opinion of any of such officers may be forthwith take steps to have all furniture and goods removed therefrom and to have the said premises thoroughly cleaned and disinfected by persons acting under his instructions; and whenever, in the opinion of any of such officers, it is necessary for the thorough cleansing and disinfection of such premises to do any or all of the following acts, namely: to take down, remove from the premises or destroy any matting, floor, carpet, partition, screen or other similar structure or fitting, or any portion thereof, or when in the opinion of any of such officers any matting, floor, carpet, partition, screen, or other similar structure or fitting prevents the free access of light and air to the said premises, he shall forthwith have the same taken down, and if he considers the removal from the premises or the destruction thereof to be necessary in the interests of the public health, he shall cause the same to be removed from the premises or destroyed or both. Such destruction shall be carried out with such precaution and in such manner and in such place as the said Board may from time to time direct.

THE CREATOR OF THE NAVAL INTELLIGENCE DEPARTMENT.

Rear-Admiral Penrose Fitzgerald is to be congratulated on producing a singularly interesting record of the life of Sir George Tryon. Perhaps, too, it is well, that this book did not appear too soon after the loss of the *Victoria*. We are separated now by a sufficient space of time from the catastrophe which brought to his tragic end, and involved with him so many officers and men, to be able to discover the Commander-in-Chief in the Melville, selflessly, calmly, and successfully, a vigorous, self-reliant, and to feel assured that the man whom all trusted for his tactical abilities, and whom all loved for his personal sympathy, must have had an innate power of awakening enthusiasm in others, and must have been a man among men. Admiral Fitzgerald insists upon the difficulty he has found in his work in consequence of the fact "that the bulk of Sir George Tryon's records and journals went down with him in the *Victoria*." He says: "The fact remains that enough is in existence to enable Admiral Fitzgerald to show us Tryon as he was—one of the greatest tacticians, one of the most able naval administrators, one of the kindest and yet firmest of commanders whom this closing quarter of the nineteenth century has seen. The author writes with the sympathy of a comrade and with the professional knowledge of the naval officer. If his last is sometimes a little obtrusive, it is a fault which may be forgiven."

Those who are concerned about naval matters, the interest of Sir George Tryon's career—apart from the singular ability of the man himself—lies in the fact that he began as a youngster on board a wooden line-of-battle ship, that he served in or commanded some of our earlier ironclads—namely the *Warrior*, the first of our plated sea-going ships—and that his career brought him as far as the time when the *Victoria*, the *Sans Paradoxe*, and the *Nile* were looked upon as the perfection of naval construction, and the *Despatch* as regarded as valuable units of the Mediterranean Fleet.

Yet it is to him that we owe the creation of a Naval Intelligence Department, and the formation of the Australian Squadron, which may prove a stepping-stone towards the ultimate formulation of some system of naval co-operation between the Mother Country and the Colonies. Sir George was the third of four sons. His three brothers all entered the Army. One was killed in the Crimea. The eldest fought through it, and the youngest still survives. Apparently Tryon in his schoolboy days had no very clear idea of entering the Navy, nor did his parents force on him such a career. He went to Eton, where he discovered "the natural bent of his inclinations, and entered the Navy of his own initiative at a rather later period than was customary in those days or now. This was, of course, an initial disadvantage, but he soon overcame his difficulties by hard study and apt work, and from the first he was a favourite with his superior officers, and made rapid progress. His first service was in the *Albatross* at Sebastopol, and it was during this period of his life alone that he ever witnessed a gun fired in anger. In the *Black Sea* he belonged first to the *Vengeance*; then he was nominally transferred on promotion to the *Britannia*; and finally, after returning to England, he was appointed to the *Royal Albert*. Fortunately in having his ability recognized, we find him passing rapidly through the lieutenant's class in consequence of his service in the royal yacht, and appointed as commander to the *Warrior*. His first separate command was in the little gun-ship *Surprise*, "up the Straits," as a naval man call the Mediterranean—a station of which he had already seen much and was to see a great deal more. His Commission of the Bath was won in Abyssinia, and then, following on his marriage, came his appointment as private secretary to Mr. Goschen, at that time First Lord of the Admiralty. The experience then gained stood him in good stead in a near future.

We may pass over the commission of the *Railhead*, for the real interest of Tryon's career, so far as the naval service is concerned, commences with his appointment to the command of the *Monarch* in October, 1878. Within the last few months we have seen that it is now thought necessary to escort the *Monarch* across the Bay of Biscay, but 20 years ago she was regarded as one of the best of our fighting ships and, he it said, she would, if re-armed, be still capable of good work. In those days, however, she had three masts and sails, and this course makes a wide difference to her stability at sea with a single screw. In this ship Tryon did good service when sailing as the British representative on the Slax Commission at the period immediately antecedent to the French occupation of Tunis, and it was probably owing to his tact that a quarrel was averted between the Italian representative and the French members of the Commission. On his return home Tryon was appointed Secretary to the Admiralty, after having filled the post temporarily, and one of the first things he did when he got to his work was to institute a Naval Intelligence Committee, which has developed into the Naval Intelligence Department as we now know it. Admiral Fitzgerald may well be quoted upon this point, for he simply expresses what everyone must feel:—

If Tryon had never done anything in his life to earn the gratitude of the whole Naval Service, his quick recognition of the importance of the Naval Intelligence as a part of an Intelligence Department, and the prompt and effective steps which he took to supply it, would have secured him a high position in the history of the Navy. It is like a good many other modern institutions—steamships, wireless telegraphs, and electric light—how on such a scale we are now living. We may say, therefore, that the Naval Intelligence Department, which has developed into the Naval Intelligence Department as we now know it, is due to the fact that Tryon was far too good a strategist to give any countenance to such a heresy, and some of the official papers which he wrote at the time—although a little verbose, as his writings frequently were—show what he thought on the subject. Doubtless the compromise which was eventually reached was not altogether to his taste, but it may be doubted whether, if it had not been for his tact and recognition of difficulties, these would have been any different. He could not impose his own theory of naval defence upon the Colonies, but he managed, at any rate, to get rid of the pernicious doctrine that each little port was to have its garrison which was never to leave it.

His work as commander of one of the Fleets in the Naval Reserve of 1888, 1889, and 1890, it is hardly necessary to speak of, which is a difficult task to describe in detail, as much of it is confidential. In 1888 he wrote an account of the defensive forces of the imaginary Kingdom of Aethiopia, and in it will be found a considerable indication of his views. Briefly, he recognized to the utmost the value of sea-power, but he insisted on the importance of fully trained, and immediately available Reserves. It was in August, 1891, that Tryon was given the command of the Mediterranean Fleet—the most important seagoing appointment that a British Admiral can hold—and it was here that he carried out that system of sea-power, which has become discredited, but which will assuredly return into favour whenever we have a great naval war. It was known as the "T.A." system from the fact that the flags representing these letters indicated that it was to be carried into effect. Tryon recognized that there would be no better time for opportunity in action for signalling in the ordinary way, and the holding of the two signal flags simply meant that the ships of the squadron were to follow closely the Admiral's movements, as he might alter course or do something which the squadron was to follow without further orders. On this commission, Tryon's tactical abilities shone more brilliantly than ever. He was always trying new movements which every one thought dangerous, until experiments proved that he had carefully worked out his distances, and the result was that he inspired his subordinates with an absolute reliance, which no doubt contributed to the final catastrophe. How it came to pass that he mistook his distance, that he brought the *Victoria* and *Camperdown* together—unless some momentary confusion of thought caused him to confuse the radius of the ships' turning circle, as it is commonly called, with the diameter—it is impossible to say, and, entangled probably in some of the gear, he did not live to tell. "He was perfectly calm and collected to the last," says Staff-Commander Hawke-Smith, "and died as he had lived, a brave man." Every credit, too, is due to the crew of the *Victoria* for the discipline which prevailed on board, and for the calm way in which the peril was fought up to the end. Into the technical details there is no need to enter here. Of Tryon himself it may be truly said, in the words of Admiral Fitzgerald:—

By study, by trial, by energy, by hard work and self-denial, Sir George Tryon had made himself a master of his profession, and his great abilities, his wide knowledge, his firmness and impartiality, and his benevolent and generous nature, gained him the respect and admiration, but the affectionate regard of all those who served under him.

It remains to be said that the book contains an exceedingly good likeness of Sir George Tryon as a frontispiece, and a number of illustrations, of which that representing the entrance to Malta Harbour—taken from *Forbes's* sketch of the place, and leaving out Port St. Elmo—and that portraying the unfortunate *Victoria*, are especially worthy of commendation.

Edith of FitzGerald, Sir George Tryon, K.C.B., by Rear-Admiral C. Penrose Fitzgerald, Edinburgh and London: William Blackwood and Sons.

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The Chairman—Gentlemen, the annual report and accounts for the year ended 31st March, 1897, having been in your hands for some days, I propose, with your permission, to take them as read. There are one or two items of expenditure which, perhaps, you may think require explanation. One is the cost of a silver cup presented to the Hongkong Police Force, viz. \$150. As you are aware, in March, 1895, a reward of \$500 was offered by this Association to anyone giving evidence that would lead to the apprehension and conviction of any person guilty of arson. This reward was not intended for the police, but in view of the very prompt and active steps taken by them to secure the evidence which led to the conviction and sentence of the two Chinamen charged with setting fire to their rice shop at No. 48, Praya West, in April of last year, your Committee decided to offer the reward to the Police. The Governor, however, would not allow them to accept it, whereupon your Committee came to the conclusion that the next best way of recognizing the important service rendered by the Police was to present them with a silver cup to be shot for by the members of the Force. This was done and the cup, which was exhibited for some days in Messrs. Robinson & Co.'s window, was handed over to the Captain Superintendent and gratefully received by the Force. At the general meeting, the sum of \$250 was unanimously voted to the Secretary in recognition of his services to the Association during the year 1895-96, but during the past year it was thought advisable by the Committee, in consequence of the increased work attaching to the post of Secretary, to pay a fixed monthly salary of \$50, the same as is done in Shanghai and other places where similar Associations to ours have been formed. The other items in the accounts do not call for special comment. On behalf of the Committee I have the pleasure of congratulating the members on the continued prosperity and growth of the Association. The tariff of minimum rates as fixed at the special general meeting held on 25th March, 1896, has been adopted by the Committee as aware, being fully and honourably maintained. Only one important alteration has been made in the rates, viz. in item No. 3 of the European tariff. You will doubtless remember that at the meeting just referred to it was decided to leave the question of the increased rates for buildings and contents of European godowns to be settled by the Fire Offices Committee, that Committee decided that the rates of the majority of the Companies represented in Hongkong as shown by their vote at the special general meeting should be upheld and that the rate for buildings and contents of European godowns (specific one godown only) be raised to 1 per cent, and that the rate on contents of a range of godowns (floating) be raised to 1 per cent. Several other questions of importance have been settled by your Committee during the past year. Until quite recently the local offices and one or two other companies used the three conditions of average on their policies. 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Mr. Ross—I have very much pleasure in moving a vote of thanks to the retiring Chairman and I am sure I carry with me the feelings of all the members of the Association in doing so. Mr. Maclean, in conducting the business of the chair, has shown clear-headedness, tact, and discretion, and in a more private capacity, when consulted by those less experienced than himself, he has been uniformly courteous and obliging. As he has said, he is leaving the colony and I am sure that the best wishes of everyone connected with the company go with him. (Applause.)

Mr. Ross—Ditto as Vice.

A vote of thanks was then passed to Mr. Coughtrie for the use of his room for the purposes of the meeting.

Mr. Ross—I have very much pleasure in moving a vote of thanks to the retiring Chairman and I am sure I carry with me the feelings of all the members of the Association in doing so. Mr. Maclean, in conducting the business of the chair, has shown clear-headedness, tact, and discretion, and in a more private capacity, when consulted by those less experienced than himself, he has been uniformly courteous and obliging. As he has said, he is leaving the colony and I am sure that the best wishes of everyone connected with the company go with him. (Applause.)

Mr. Ross—Ditto as Vice.

A vote of thanks was then passed to Mr. Coughtrie for the use of his room for the purposes of the meeting.

Mr. Coughtrie—That is a vote of thanks I am sure you will all agree with. Everyone here must have felt that Mr. Maclean was the right man in the right place and now he is leaving the colony we can only express our deep regret at losing him and our hope that we shall find in his successor an equally valuable coadjutor. (Applause.)

The resolution was carried and the Chairman briefly returned thanks.

The Chairman—That concludes the business of the meeting. I am sorry I cannot say, what many Chairmen say, that dividend warrants will be issued to-morrow. (Laughter.)

Intimations.

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DISINFECTING SOAP AND TOILET PREPARATIONS.

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5, BUND, YOKOHAMA.

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FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maitre in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

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CARBOLINE-AVENARIUS

Used for 20 YEARS.

With the Utmost Success.

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Sole Agents for China, S. SCHULE & Co.

Hongkong, 10th May, 1896.

THE GRILL ROOM,

4, QUEEN'S ROAD.

THE LEADING CATERERS

ON TUESDAYS, GREEN TURTLE STEAKS for DINNER.

GREEN TURTLE SOUPS for DINNER.

SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice. WEDDINGS, PRIVATE PARTIES, TIFINS and DINNERS a Speciality.

Hongkong, 14th December, 1896.

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CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS.

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We are the only Water-Boat Company in Hongkong; exclusively supplying FILTERED WATER.

Call Flag N.W.

J. W. KEW & Co.

STEAM WATER-BOAT CO., Ltd., Praya Central.

Hongkong, 10th October, 1897.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT). THE Company's Steamship

"TAKSANG," Captain R. H. W. will be despatched as above on MONDAY, the 17th instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st May, 1897.

MOGUL-WARRACK-MILBURN LINE. FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "MOGUL," Captain Wright, will be despatched for the above port on or about the 30th May. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 4th May, 1897.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship

"YUENSANG," Captain W. Waddell, will be despatched as above on MONDAY, the 10th instant, at 4 p.m. This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th May, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship "KINTUCK," C. de La Perelle, Commander, will be despatched as above on MONDAY, the 10th instant.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 3rd May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA. THE Company's Steamship

"SHANTUNG," Captain Frampton, will be despatched as above on TUESDAY, the 11th instant, at noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th May, 1897.

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE. MONTHLY SERVICE. (Under Mail Contract).

FOR SINGAPORE, COLOMBO AND BOMBAY. THE Company's Steamship

"MIKE MARU," Captain P. H. Goh, will be despatched for the above ports on TUESDAY, the 11th instant, at noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 3rd May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. THE Company's Steamship

"NANCHANG," Captain Finlayson, will be despatched as above on TUESDAY, the 11th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1897.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN. PROPOSED SAILINGS FROM HONGKONG, 1897. (Subject to Alteration.)

Monmouthshire, Wednesday, 12th May.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship "MONMOUTHSHIRE" will be despatched hence for PORTLAND, OREGON, and VICTORIA (B.C.), via KOBE and YOKOHAMA on the 12th inst.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passages and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 6th May, 1897.

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG, LONDON, VIA SUEZ CANAL.

THE Company's Steamship "ANTENOR," Captain Jackson, will be despatched as above on or about THURSDAY, the 27th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1897.

SAILING VESSEL.

FOR SAN FRANCISCO. THE "100 A1 British Ship"

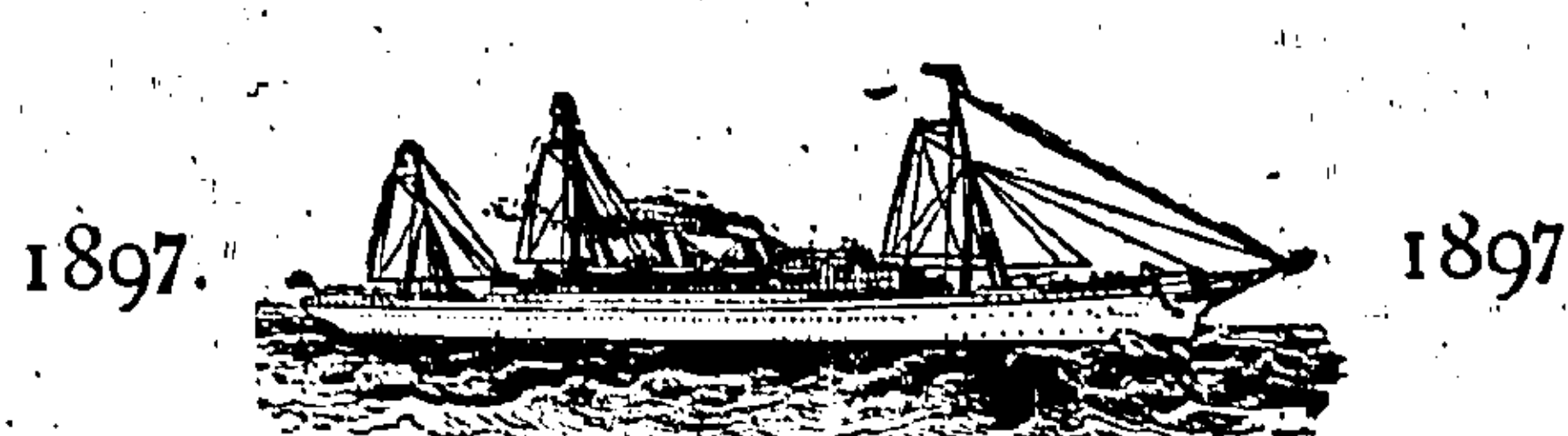
"FALLS OF DEE," Lock, Master, shortly expected, will load here for the above Port, and will have quick dispatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 1st May, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG:

EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

EMPERESS OF INDIA...Comdr. O. F. Marshall, R.N.R...WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 1, 2, 3, 6, 9, 12, and 18 months. SPECIAL RATES (First-class only) granted to Militaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Paddar's Street.

Hongkong, 28th April, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 11th May, at Noon.

Gaith (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 29th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 17th June, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Militaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 29th April, 1897.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RABBIT'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DADLER'S PATENT MOTOR LAUNCHES.

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EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES.

Hongkong, 1st May, 1897.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. Doctor and Stewardess on board.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Braemar... 13.01 | Friday... | May 14.

Tacoma... 12.50 | Tuesday... | May 25.

Victoria... 13.10 | Tuesday... | June 15.

Olympia... 12.08 | Tuesday... | July 6.

Pallas... 12.09 | Tuesday... | July 27.

THE Steamship "BRAEMAR," Captain Parter, sailing at Noon, on FRIDAY the 14th May, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 30th April, 1897.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYING SOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAMPANG, GULU, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "COROMANDEL," Captain F. H. Seymour, carrying Her Majesty's Mails, will be despatched from this Port for LONDON (via HAMBURG), on THURSDAY, the 10th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages is required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 7th May, 1897.

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prinz Heinrich... Tuesday... 25th May.

Prinzess... Tuesday... 22nd June.

Sachsen... Tuesday... 20th July.

Bayern... Tuesday... 17th Aug.

Prinz Heinrich... Tuesday... 14th Sept.

Prinzess... Tuesday... 12th Oct.

Sachsen... Tuesday... 9th Nov.

Bayern... Tuesday... 7th Dec.

Prinz Heinrich... Tuesday... 4th Jan.

ON TUESDAY, the 25th day of May, 1897, at 4 p.m. the Company's Steamship "PRINZ HEINRICH," Captain O. Copen, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 22nd May. Cargo and Specie will be received on board until 5 p.m. on MONDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be given, for less than \$2.50 and Parcels should not exceed 7 lbs. each in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Lises can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th April, 1897.

Printed and Published by CHEUNG, DUNNAN at No. 4, Paddar's Street, in the City of Hongkong.